

An aerial sketch of a green route corridor. The sketch shows a road with a red car, a green car, and a yellow car. There are green trees and a green field. A white box with a black border contains the title text. The background is a light blue sky with a few birds.

VISION PLAN FOR A GREEN ROUTE 347

**Presenters:
Robb Smith & Phyllis Elgut**



**New York State Department of Transportation
Region 10, Long Island**

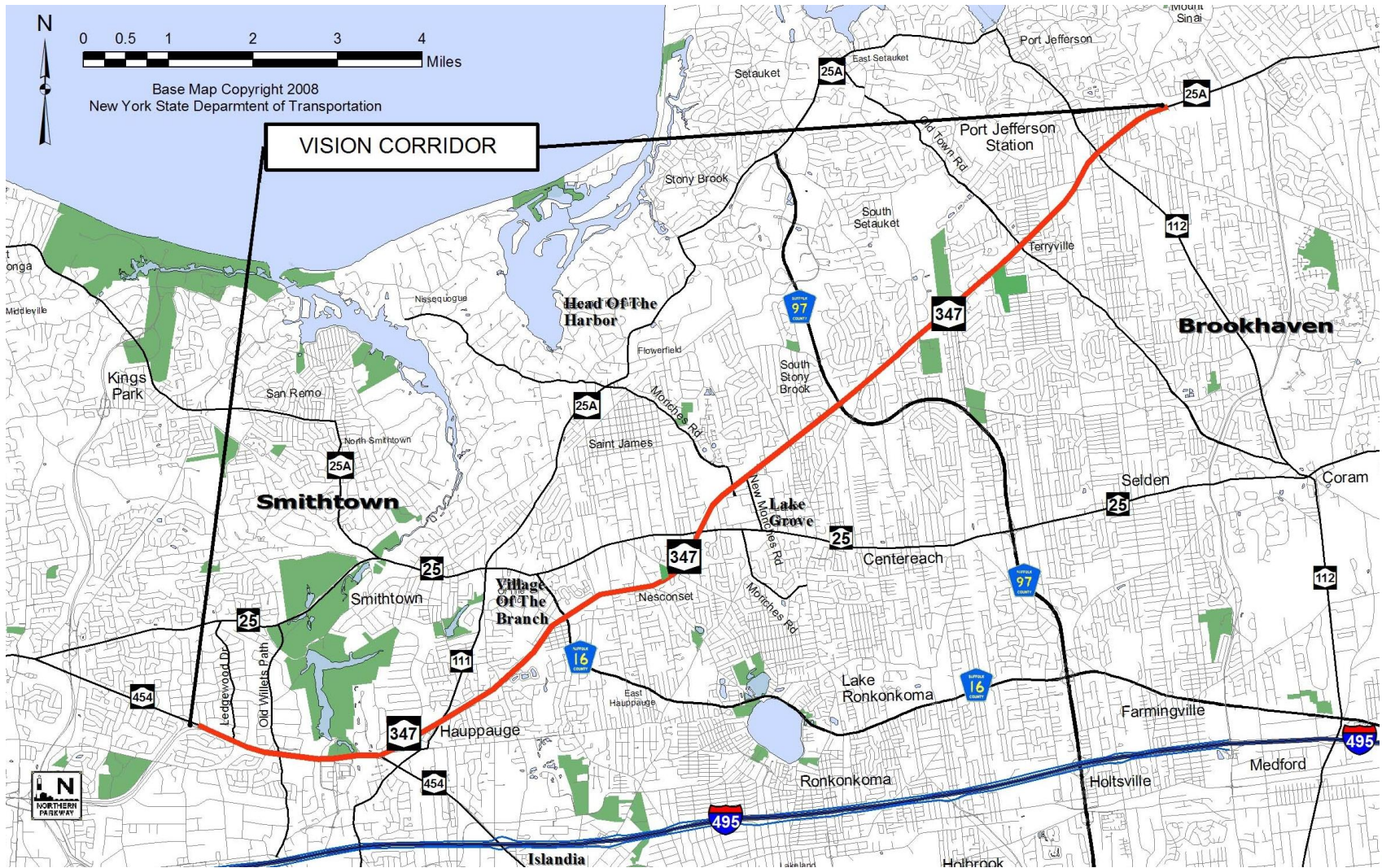
Introduction

NYSDOT Region 10 & Route 347 Are *Going Green!*

- Protect and improve the environment
- Improve safety and mobility
- Integrate transportation system into the fabric of the communities



Project Location



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History & Background of Route 347

- **1950's:** Roadway changed from farming delivery route to suburban arterial as east-west through route
- **1960's & onward:** Development boom along the corridor & throughout adjacent communities
- **1990's:** Studying improvements and developing options
- **Recent project developments:**
 - 2005 Public Scoping Process completed
 - 2006 Draft Environmental Impact Statement released
 - 2006 Public Hearing held
 - 2007 Final Environmental Impact Statement (FEIS), Record of Decision (ROD)/ Design Approved
 - 2007 State Environmental Quality Review Act Record of Decision approved



Framework for Change

“The Threads that Weave”

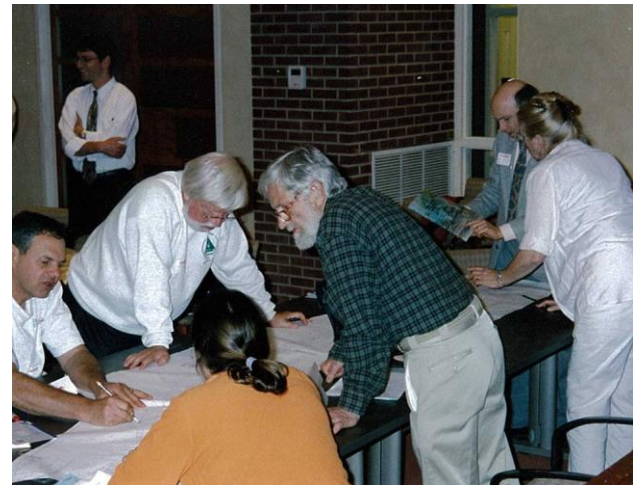
Concepts in the Vision Plan

- Sustainability
- Smart Growth
- Context Sensitive Solutions
- Environmental Stewardship
- GreenLITES
- Shared-use path for bicyclists, pedestrians and transit users



Framework for Change

- Builds on the current approved design alternative in the Final Environmental Impact Statement
- Focus is on improving Quality of Life, Aesthetics & the Environment
 - Bikes & pedestrians
 - Access to Mass Transit & Connections
 - Adds Vegetation
 - Conserves Energy
- Integrates Transportation System with Local Land Use Plans
- Partner with Communities and Stakeholders



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A Sustainable Environment

NYSDOT implemented “GreenLITES” (**L**eadership **I**n **T**ransportation & **E**nvironmental **S**ustainability), a project rating program

- Encourages the use of best practices for protecting & improving the environment
- Route 347 aims be a model for this program
- Four levels of successfully attaining sustainability
- The goal is to achieve the highest level of recognition, **Evergreen**



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Adjacent Land Use

Design will be tailored to integrate with changing adjacent land use.



RESIDENTIAL



OFFICE SPACE



COMMERCIAL



PARKLAND



GOVERNMENT OFFICES



Route 347 Existing Conditions



Typical View at Existing Intersection



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Improve Mobility; Decrease Congestion & Delay

Additional roadway lanes:

- Increase roadway **capacity** during peak congestion hours
- Improve safety & **traffic flow** through elimination of **bottlenecks**.

New 45mph speed limit:

- **Minimize speeding** during “off-peak” hours
- **Increase safety** for motorists & pedestrians

Utilize “Intelligent Transportation System” technology:

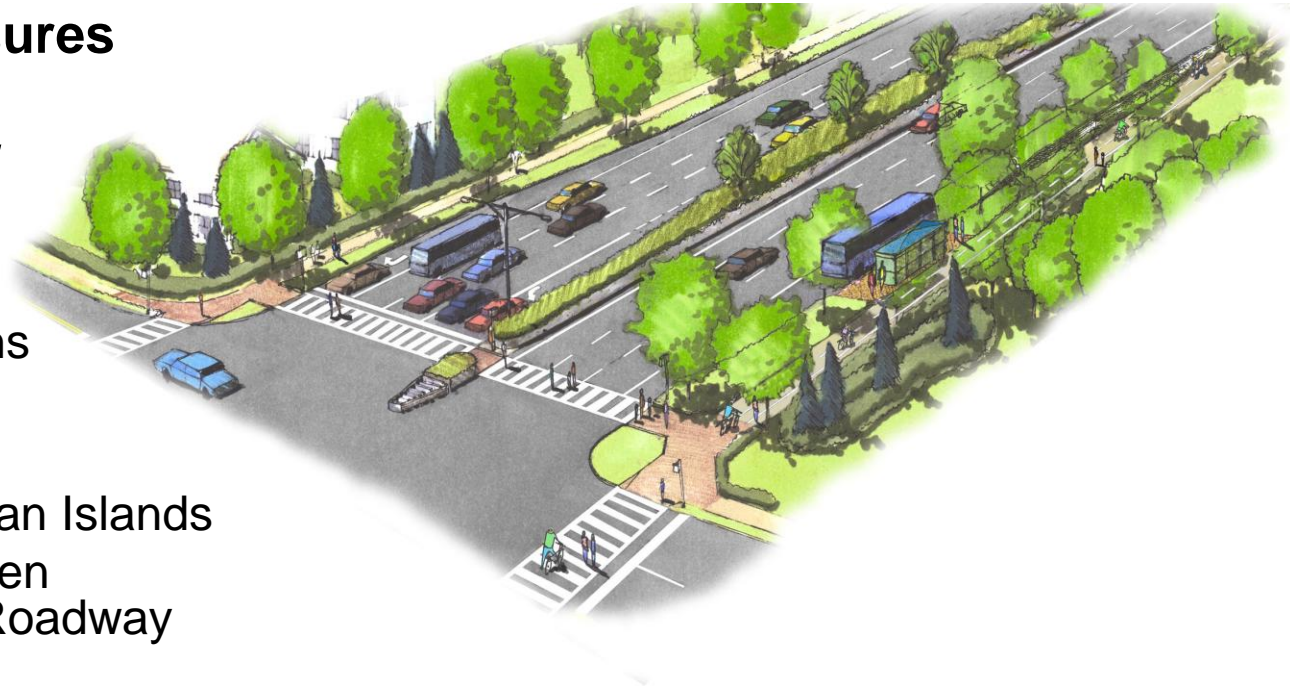
- Traffic **sensors** & “real-time” travel information signs
- **Coordinated traffic signals** for efficient traffic flow



A Pedestrian-Friendly & Safe Environment

Traffic Calming Measures

- Modified “**Boulevard / Greenway**” Design
 - Narrower Lane Widths
 - Narrower Shoulders
 - Street Trees
 - Raised Planted Median Islands
 - Planted Buffer between Multi-Use Path and Roadway



A Pedestrian-Friendly & Safe Environment

Traffic Calming Features

- Reduced speed limit to **45 mph**
- Speed indicator signs
- Decorative pavement
- Enhanced visibility & motorist cues at high **pedestrian activity areas**



Vision for a **Green** Route 347



Typical Intersection Bird's Eye View



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Typical Intersection Plan View



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Vision for a **Green** Route 347



Typical Plan View and Cross Section



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A Pedestrian-Friendly & Safe Environment

Pedestrian Enhancements

- Continuous sidewalk on north side of roadway
- Continuous separate **shared-use path** for bicyclists and pedestrians
- Shorter pedestrian crossing **distances**
- **Longer crossing times** at crosswalks
- New pedestrian refuge areas in median
- Fully accessible, Americans With Disabilities Act (ADA)



A Pedestrian-Friendly & Safe Environment



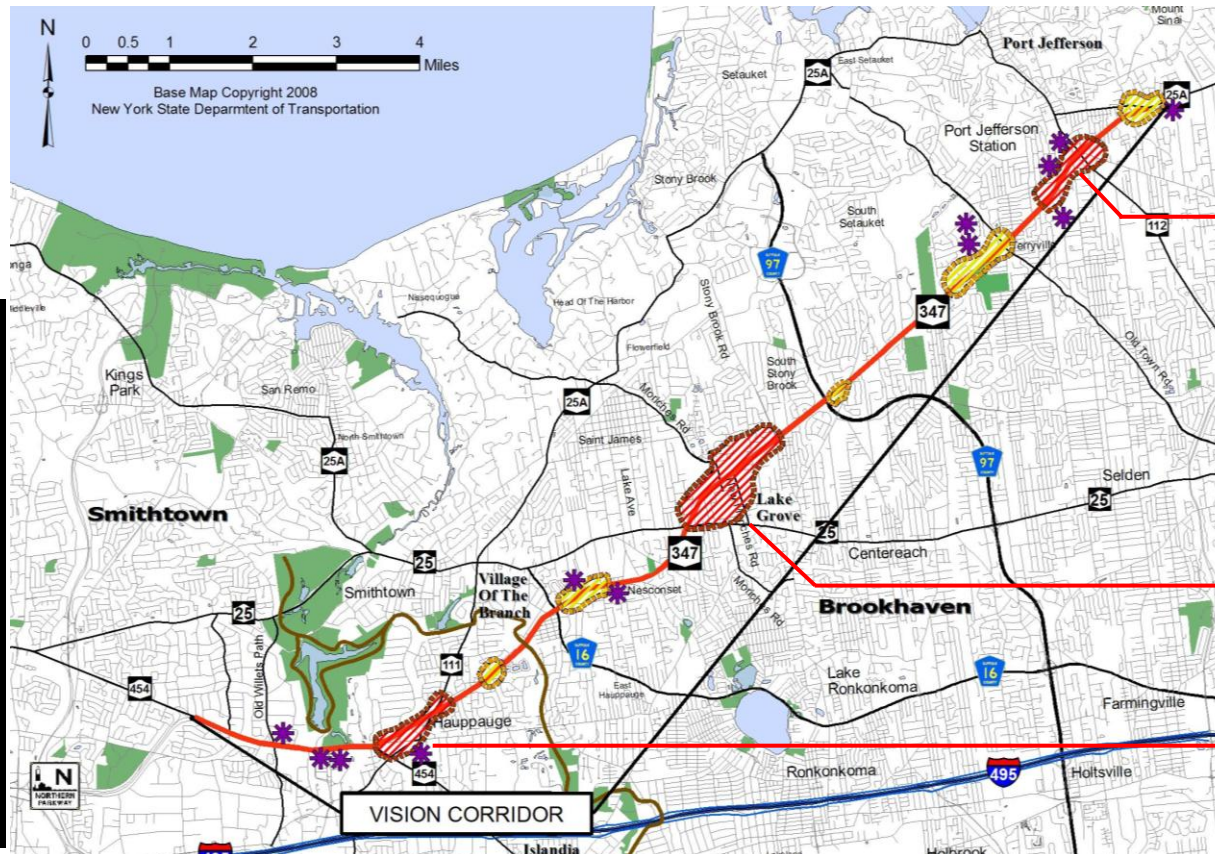
- Count-down timers
- Crosswalk signal buttons
- Ladder Crosswalks
- Refuge Islands
- ADA compliant curb ramps



Special Frontage Road Concept

For application at “Community Centers”

- Commercial buildings along sidewalk
- Encourages “walkable” communities
- Provides on-street parking
- Creates a “Downtown” character
- Promotes “**SMART GROWTH**”



NY112

Alexander Ave
Moriches Rd
New Moriches Rd
Hallock Rd
Stony Brook Rd

NY111

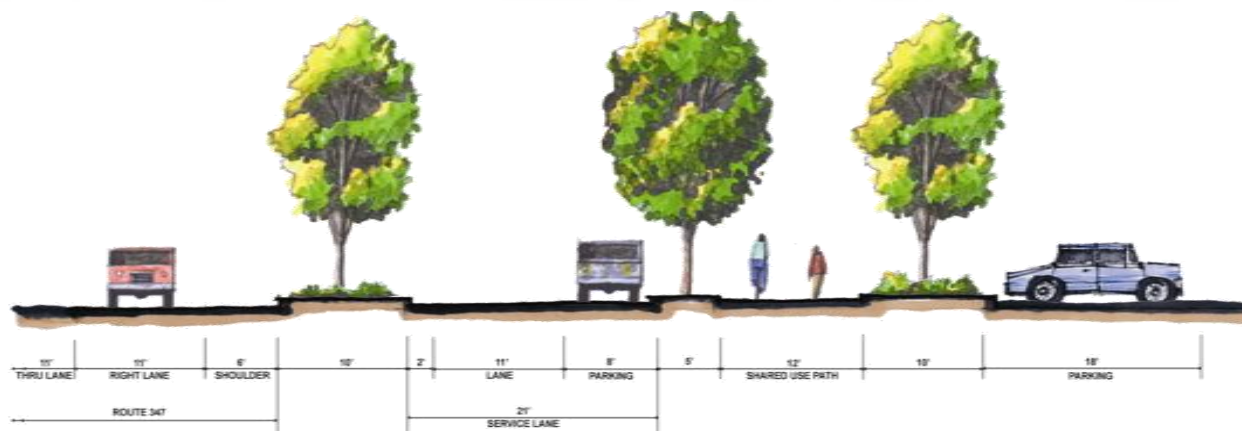
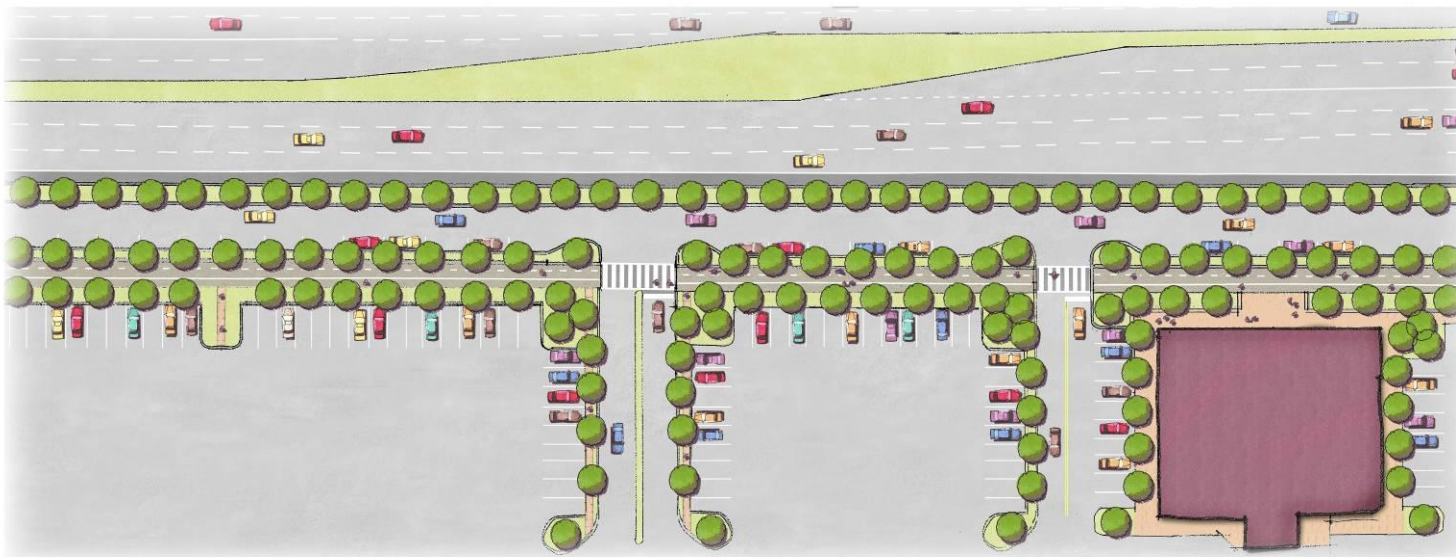


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Special Frontage Road Concept



Service Frontage Road Conceptual Plan View and Cross Section



Special Frontage Road Concept



Perspective of Frontage Road Concept



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Parks to Ports & Harbors Greenway

Vision for a **Green** Route 347

- **“Parks to Ports & Harbors”**: unifying theme
 - Ties together many assets & destinations
 - Creates a “sense of place”
 - Helps re-define Route 347 as a **greenway**
- A Pedestrian Friendly & Safe Environment
 - New **continuous 15-mile bike and pedestrian “shared-use path,”** separated from roadway
 - Improved Safety for motorists & pedestrians
- **“Green Gateways”** will highlight entrances to communities & business area
- **“Green Stops”** along the shared-use path to better connect people with the adjacent land use & surrounding communities



Parks to Ports & Harbors Greenway

a Corridor Theme...



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Existing Use

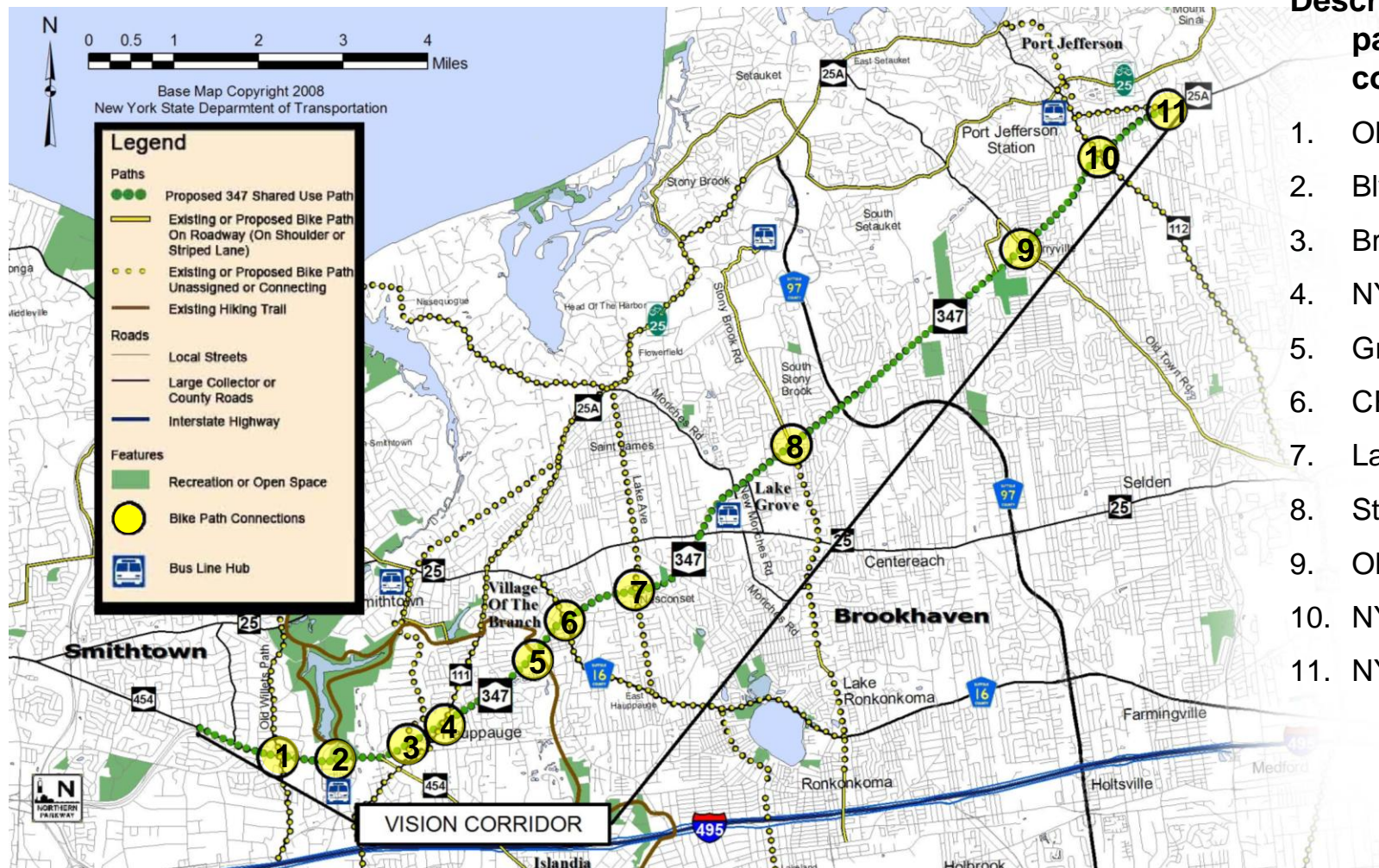


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Shared-Use Path Connections to Existing Bike-Ped Paths



Description of Bike path connections:

1. Old Willets Path
2. Blydenburg Park
3. Brooksite Dr
4. NY 111
5. Greenbelt trail
6. CR 16/ Terry Rd
7. Lake Ave
8. Stony Brook Rd
9. Old Town Rd
10. NY 112
11. NY 25A



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Shared-Use Path: Residential Setting



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Shared-Use Path: Commercial Setting



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Shared-Use Path: Park Setting



Potential Connection to Existing or Future Park



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Greenway Stops

“Greenway Stops”: benches, interpretive signs & information kiosks



Key locations being considered :

1. Blydenburg Park
2. Mt. Pleasant Rd
3. Greenbelt trail
4. CR 16/ Terry Rd
5. Smith Haven Mall
6. Setauket Woods
7. Shakespeare in the Park @ NY 112



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Going Green

- Modified “boulevard / **greenway**” design: green tree-lined roadway with planted median
- Enhanced green open space & vegetated buffers
- Green “living” walls or shorter visual screens as alternatives to traditional tall concrete sound walls
- Native plants to promote a healthy ecosystem and support native wildlife
- Reduce energy consumption



Screens and Sound Walls

Alternatives to traditional sound walls will be offered in the form of low “green” visual screens which will allow the preservation of existing vegetation



Traditional tall concrete sound walls

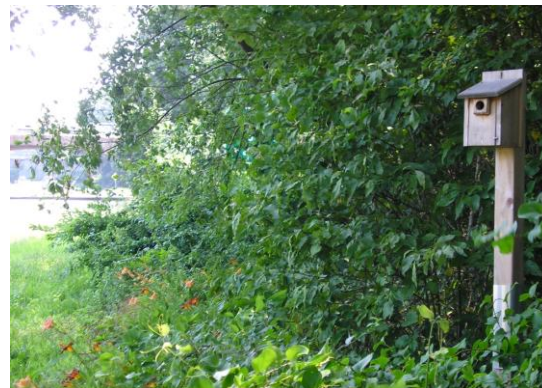


Low green wall option



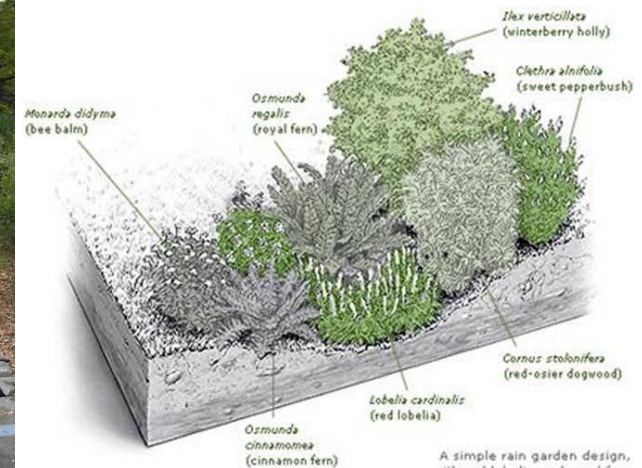
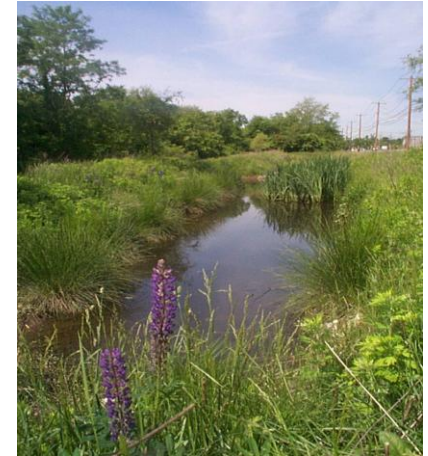
Protect and Improve Wildlife Habitat

- Protect & preserve native ecology, native trout streams, wildlife habitat & other environmental assets
- Use of tunnels & nest boxes to improve wildlife connections & habitat
- Planting native vegetation to support wildlife



Protect and Improve Water Quality

- Treat road runoff to improve water quality
 - Eliminate direct discharge to wetlands
 - Bio-filtration basins & bio-swales
 - Native plantings & phyto-remediation
 - Restore native vegetation in previously disturbed sites
- Improve ecosystem and native habitats
- Ecological recharge basins



Reduce Energy Consumption

- Utilize energy efficient traffic signals and control systems.
- Maximize use of site-salvaged, recycled & locally-available construction materials.
- Promote non-polluting forms of transportation, i.e. walking, biking
- Promote transit
- Utilize “dark skies-friendly” lighting

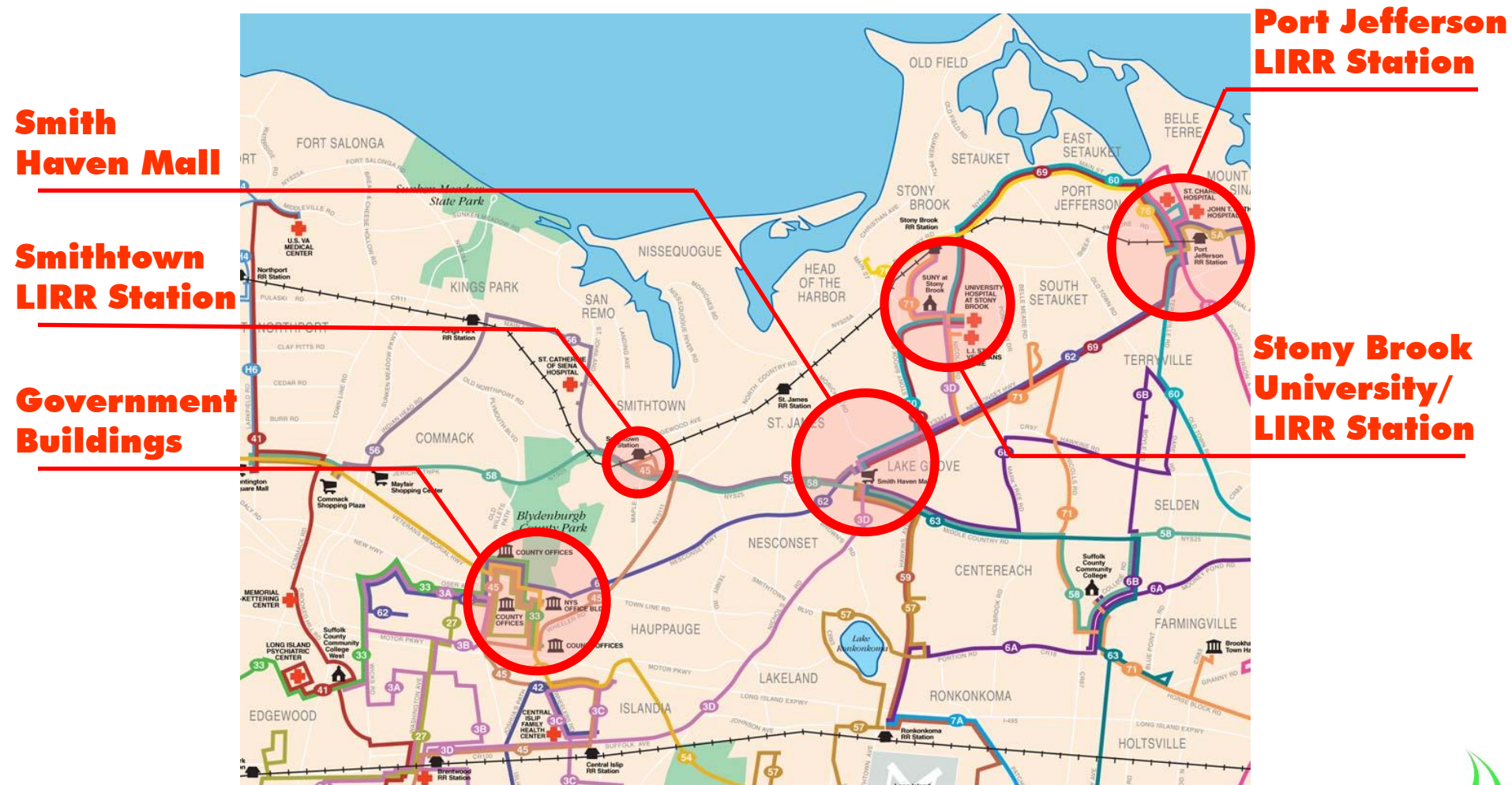


Promote Transit

- Construct bus turnouts & improve aesthetics bus stops
- Partner with transit agencies
- Integrate transit stops with local land uses
- Improve multi-modal accessibility of transit



Suffolk County Transit Connections



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Land Use-Transportation Connection

Integrating Route 347 into the surrounding communities

- Partnering with local communities & businesses to integrate project with local plans
- Partnering with local governments, civic groups and businesses to preserve & maintain “greenway”
- NYSDOT will continue to work with local municipalities to integrate their land use plans into the final design of a Green Route 347



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Public Participation

Engage Stakeholders

- Ongoing public involvement
- Communication & transparency
 - Meetings with local stakeholders
 - Ongoing project updates through final design & construction
- Complementing & building on existing community efforts
 - “Shakespeare in the Park”

